

COUNTER INTELLIGENCE SECTION

LONDON

EN/CD/250

1st December 1945

REPORT OF CAPTAIN LEONARD HEDRICH SCHUCHMANN.

Kapt. Lt. SCHUCHMANN was arrested by British Naval authorities in Hamburg on 5th July 1945 and was brought to the UK for interrogation. This report has been compiled from notes on the interrogation of SCHUCHMANN at SDIC (UK), where he was detained between August and October 1945. The War Room undertook this compilation on behalf of SDIC (UK), who were unable to issue a report themselves owing to the closing down of their establishment.

INTRODUCTION.

SCHUCHMANN, now 39 years of age, was a partner in the family firm REENDER SCHUCHMANN, Hamburg.

From 1919 onwards, SCHUCHMANN was closely associated with the mercantile shipping. In 1939, he was posted to the Abwehr and he served as an I.M. official throughout the war.

During the initial stages of interrogation, SCHUCHMANN adopted the attitude of an blunt collarman and endeavoured to create the impression that he knew little of the activities of the Abwehr properly. During the course of further interrogation, he talked more freely and he is not believed to have withheld any vital information. His story is considered reliable.

Details of the three voyages of the s.s. "FASIM", known as "MERCATOR", undertaken I, II and III, which were organised by SCHUCHMANN, have been omitted from this report, since they have already been given fully in D.S.D.T.O.(U.K.) reports SIR.1555 and SIR.1558 on Captain FSTRACHE, circulated in May 1945.

An account of the movements of M.E.K. 60 was also given by FSTRACHE and this and other information provided in the FSTRACHE reports has been withheld from this report.

Personal Details.

Born 12.6.58. In Goettmunde, Bremerhaven.
 Father Wilhelm SCHUCHMANN (died 1944).
 Mother Alice Marie ALTBEG (died July 1945).
 Brothers: Johann, director of Bugstar AG. and partner in REENDER SCHUCHMANN.
 Hermann, aged 57, partner in REENDER SCHUCHMANN.
 Heinrich: Johann, killed 1914-1918 war.
 Berhard, living in Sweden for last 22 years.
 Will, Inspector in Bugstar AG., and REENDER SCHUCHMANN.
 Sisters: 5, all married, the eldest of whom died in about 1939.

Chronology....

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Chronology of SCHUCHMANN's life since 1916 in the South American area:

1916 - 1916 Attained Real Gymnasium up to and including Oberstufe.

1916 - 1919 Unterrichtsleiter, S. R. B., France - England.

1919 To Doberitz and Dithmars - immigrant.

1919 - 1922 Volunteer with Norddeutsche Schleud und Schiffswerft, Tostedt, Wesermünde.

1923 - 1924 Seaworthy as ship engineer for SCHUCHMANN, making voyages in North Sea and Baltic, and to Clyde ports.

1925 - 1926 Obtained engineer's ticket (Verlängerungsdokument).

1926 - Sep. 1939 Joined BREIDTEISCHUCHMANN as Technical Advisor, Inspector in Bremenhaven, with brother HANS.

SCHUCHMANN'S ALIENOR CARBON

West German

In September 1939, SCHUCHMANN was recalled in the night, and posted to West German under Hitler's K. DEUTSCHE FLEET, and remained with this Stelle until June 1940.

Visit to Genoa, Nov. 1939

In about November 1939, SCHUCHMANN made his first journey to Italy, accompanying HETTER and Dr. HENSEL to Genoa, where they contacted ETEL, a West German agent. ETEL was in touch with individuals whose names SCHUCHMANN did not know, who were employed on the U.S. Steamships WASHINGTON and MANHATTAN, and who acted as couriers for reports on shipping, cargoes and assembly points in the American waters furnished by agents or agents in America. Dr. HENSEL visited Italy also at that time. SCHUCHMANN himself was in Italy for 15 days. According to SCHUCHMANN, he accompanied HETTER and HENSEL only "as a companion" and claims to have taken no active part in the conversations. In addition to those mentioned above, SCHUCHMANN stated that West German had couriers on board the following liners:

PRESIDENT HADING (U.S.A. line)

ENGANION (American Export Lines line, New York)

HETTER.

These couriers worked for West German through ETEL, bringing documentary reports, etc., from unknown sources in the U.S.A. and handing them over either in Bremen or in Genoa to Dr. HENSEL or K. DEUTSCHE FLEET.

In connection with the above courier service, SCHUCHMANN had heard the following names:

Dr. GRIEBEL.

Mrs. EDDG.

Mrs. LONKOVSKY.

Frau HOFMANN (Stewardess on the "PREMIER")

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It is believed all these persons were tracked down by the U.S. authorities and sentenced to varying terms of imprisonment.

III. Establishment of Aussonstelle Le Havre

In June 1940, SCHUCHMANN joined DELEEFER's Marineluftschiffmando in its travels across the Low Countries into France, passing through Rotterdam, Dunkirk, Calais and Montreuil to Le Havre. In September he was posted to Seelabstandort Le Havre (K.W.S. EMULSION) as Libbahr "Beauftragter" and formed the Marine Aussonstelle Le Havre, under the tactical command of Oberst RUDOLEH, Leiter 1st Paris.

III. Activities while Leiter Ausst Le Havre

In September 1940, SCHUCHMANN was appointed Leiter Ausst Le Havre, commencing with a staff comprising a clerk and aitory driver. Since SCHUCHMANN had no knowledge of foreign languages, one JULIEN, who spoke English and French, was posted to the Ausstelle. SCHUCHMANN was given the following tasks:

(1) Equipment of a boat to Belgian Congo: The equipment of a sixteen-ton sailing yacht with auxiliary motor for a voyage to the D.C.M., Belgian Congo was planned and carried out by SCHUCHMANN for 1st Cologne under orders from 1st Paris. He took the ship from Le Havre to St. Jean de Luz, where DR. BORDET of 1st Cologne took it over. (The agent JAMES WEAVER (Kennebunk to SCHUCHMANN) was in St. Jean de Luz in this connection.)

(2) The ship "FREDERIC SAUVAGE"

In the same year (1940) SCHUCHMANN undertook the equipping of a meteorological ship for a voyage to Newfoundland on behalf of Marine Grippo West. The ship selected, the "Frederic Sauvage", 320 GRT, lay in Lorient, and was cleared there for sea. She was manned by a Belgian crew under Capt. MAHIERANT. However, the voyage to Newfoundland was postponed and the ship and its crew were used for about 3 months in the Bay of Biscay for meteorological purposes. At the end of that time the Belgian crew was paid off and a French crew engaged. The "Frederic Sauvage" then went on fishing voyages and for a time was equipped with a V/T transmitter, the operator Bernard HASLE, sending weather reports; (neither the French nor the French owner knew of the presence of the U.T. set on board.) Towards the end of 1942 the vessel was released to "Inscription Maritime" to be used for fishing on behalf of the French population.

(3) Agents dispatched to Casablanca and Marseilles

(i) COLENT (real name): This man was a cotton-merchant of French nationality, married to an Austrian, and lived on a farm in the vicinity of St. Romain. He was well known in Le Havre. COLENT was recruited in mid-1941 by KAULEN, SCHUCHMANN's assistant, and was sent on a mission to Casablanca to report from there on movements of shipping to and from the U.S.A. However, while in Marseilles en route, he was arrested by the French police for some misdemeanour and sentenced to 18 months imprisonment.

(ii) DEGREMONT or D'EGREMONT

In peacetime DEGREMONT was an employee of the Cie Generale Transatlantique in Le Havre, where he lived. He first came into contact with KAULEN in 1941 and was instructed by the latter to purchase a fishing cutter in Marseilles or Gote, in order to be in a position to obtain shipping reports covering the Eastern approaches to the Gibraltar Straits. In 1942 he also was arrested in Marseilles.

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and thus prevented from carrying out certain instructions. He was subsequently employed by just the Havre Hitler-Holocaust Foundation. In 1945, Schuchmann returns and establishes a branch in Havre.

(4) Academic Under-lining

In March or April 1942, SCHUCHMANN went under orders from 1st Paris to Vigo, accompanied by MAULEN. There he contacted ERICKSEN & JONSSON, captain and W/T operator respectively of an Icelandic schooner which plied between Vigo and Reykjavik. A wireless set was installed and the Captain agreed to transmit meteorological reports for I.M. with the stipulation that SCHUCHMANN should provide嚮送 for the return journey. Five or six weather reports were received, after which nothing was heard of the schooner.

While in Vigo, SCHUCHMANN and MAULEN met a German, Gilbert KENDRICK, who agreed to transmit weather reports from Vigo to Le Havre. He was given the cover name MIERNE for this purpose. W/T stations were established on the German tank steamer WILHELMUS and ATLANTIK, which had been flying in Vigo harbour since the outbreak of war. These stations were given the cover name ZWILLINGER.

SCHUCHMANN stayed at the Continental Hotel in Vigo during this visit which was of about a week's duration.

He and MAULEN travelled from Le Havre to Hendaye, where they were taken by a Baron von BINGEL to his villa in San Sebastian. They were handed over to one FUENTE, whose real name was probably KIRCH and who lived in the Villa Blanca, San Sebastian, on the road between San Sebastian and Irún. FUENTE was representative in San Sebastian of K.D. Malaria. He was responsible for arranging SCHUCHMANN's further journey to Madrid, where SCHUCHMANN and MAULEN reported to the German Embassy before proceeding to Vigo.

(5) Two voyages to the S. coast of England

Later in 1942 SCHUCHMANN carried out two missions to the English coast, with orders to install a W/T set on a wreck which lay off Solent Bill, and from there to observe and report on convoys. Luftflotte III, Paris furnished aerial photographs and pin-point positions of the wreck. These photographs, however, were of no help from the point of view of tides, and no further attempt to the wreck were undertaken. The W/T station was to have been operated by three naval personnel.

(6) Reconnaissance vessel in Bay of Biscay

Under orders from Marine Gruppe West, a forty fishing vessel, 38 GRT, named "MOUETTE" was taken over for short-range cryptanalysis in the Bay of Biscay. The ship was equipped in Le Havre and named by Naval personnel. A W/T set and operator were installed, and a Belgian, Pilot BROOKE, who was an experienced fisherman, was put in command, to check the vessel's real function which was to report on anti-U-boat activities in the Bay. Reports were received from the "Mouette" until the end of 1944. For her fourth voyage the ship was equipped with Radar and DE, apparatus.

(7) Visit to San Sebastian, May 1943

SCHUCHMANN made two journeys to San Sebastian for the purpose of purchasing equipment and clothes for the crew of the "FASSIN", in preparation for her second voyage (Mercator II) undertaken to Campeche. Each journey was by the same route as on the previous visit, and of three or four days duration.

(8) Visit to Kavalla, May or June 1943

In May or June 1943, SCHUCHMANN went to Berlin, where he received orders from Flug.Kpt. GARTMANN of I.M. to fly to Kavalla, there to inspect and contact MEK 20, which was led by K.Lt. OELDEN. SCHUCHMANN remained in Kavalla for 5 days. The Kommando consisted approximately of two officers and 60 men. SCHUCHMANN states he was not able to ascertain the duties carried out by the Kommando; some troops were employed on Harbour Control in small places in the Aegean.

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(b) Attempts to organize W/T contacts in Spain

In June 1943, SCHUCHMANN was ordered to Spain by Marlene Gruppo West to establish W/T contacts through the cooperation of Spanish fishing fleets in the Grand Jelio area, in order to obtain further reports on the presence of British naval vessels engaged in anti-U-boat warfare in the Bay of Biscay. In Vigo SCHUCHMANN discussed this project with Capt. BONELLI and Capt. SCHUBERT (who were in charge of two tankers lying there). In the presence of the former German Consul, KIRKING (father of "LHERTE") who was manager of a small Spanish fishing company. The two German captains refused to cooperate on the grounds that they were in touch with neither the owners nor the masters of the Spanish fishing fleets. KIRKING told SCHUCHMANN that those fleets were in a sorry plight, being laid up for the lack of coal, and that moreover the British Government had placed an embargo on all fishing in the Grand Jelio area. It was out of the question to install W/T sets on the small fishing tramps; the distribution, and maintenance of security, would have been impossible with Spanish crews on board in view of the prohibition of all W/T traffic. SCHUCHMANN left Vigo after two days.

The ZWILLING set-up on the two tankers was discontinued on their departure from Vigo; the "Untersee" set sail for the West coast of France, and the "Atlantik" ran around off Terrol. "LHERTE" was instructed to contact a Spaniard to "look over the W/T station," but nothing came of this, and for a short time the ZWILLING set-up was transferred to the steamer "Ponial" in Vigo. At the end of 1943 W/T traffic was discontinued.

Visit to Paris

Some time in 1943, SCHUCHMANN went to Paris, where he met Kurt HECKER, real name believed to be WINTER, and Ralph CLAYTON, whom SCHUCHMANN described as a Frenchman, an artist by profession, and who worked for K.G.L. in an Abwehr III capacity. Another person mentioned by SCHUCHMANN was "Paus" "TBI" and the "Tired Fox" by Major AUGER.

Visit to Giovani

In July 1943, while in St. Jean du Lou, SCHUCHMANN contacted the agent GIOVANI.

Visit to Heilbronn, end of 1943

SCHUCHMANN, accompanied by Captain STRACK, went to Heilbronn for 3 days to visit Capt. HERTZ and Capt. FRUNDEL of the K.d.K. organisation (both). These two officers acquainted him with the internal organisation of the Kommando, with a view to planning close liaison between the Heilbronn Kommando and Capt. de Havre. It was intended that part of the Kdo should be taken over by SCHUCHMANN as part of the Abwehr's mobilisation plans in the event of an allied invasion, and that when this occurred, STRACK should establish W/T facilities in the Kommando. However, these plans never reached fruition.

SCHUCHMANN supervised the salvage of British vessels sunk after the landing operations at St. Nazaire and Dieppe.

He made a journey to Cap d'Antifer in connection with the landing of British paratroops.

IV. M. E.K. 60

(These notes should be read in conjunction with the CSDIC/UK reports on Gunther STRACK, previously quoted, which give details of the formation, personnel and early movements of the Kommando, and with War Room liquidation report No. 41, which gives a digest of information on M.T.K. 60 from all available sources.)

In May 1944, after the formation in December of M.T.K. 60 from personnel of Capt. de Havre, under the leadership of SCHUCHMANN, the unit was moved via St. Nazaire, Bruselas and Aalst to Boor. All the Marines in Heilbronn (who had taken part in the Mortain expeditions) were embodied in Kampfgruppe BULLER which belonged to a Division lying at Heilbronn at that time.

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Unfortunate planned by SCHEUCHZELIN from Helgoland. At Flensburg, K.L. SCHUCHZELIN took over the unit on orders from Listville I West. SCHEUCHZELIN was ordered to continue preparations for the Atlantic voyage. In this connection, SCHEUCHZELIN went with K. KPT. HÜBELT to Berlin and thence to Dromschen. There, under the command of DR. SCHUCHZELIN, took over the pilot schooner "Prinz Adalbert" (420 tons) and sailed her to Flensburg. After hasty discussions and journeys, the necessary alterations were taken in hand by the Flensburg Schiffbau- værftschiff. The ship was destined to sail during the winter through the Danish Straits, across the Arctic Ocean to the mouth of the Orinoco river.

SCHUCHEN's equipment for the vessel in Kiel and Hamburg, then returned to Geor, where B.I.M. 60 M.P. had been established. SCHUCHEN then transferred to Berlin, where he was appointed to advise on the B.I.M. Department. Sonderfahrt der 2. K.M. was transferred to Berlin on orders from Heeresstab I. West, in order to deal with the problems of the B.I.M. (Warren) namely Oberstlt. HERTZEL. The entire M.P. in the was handed over to Heeresstab I. West.

Thos. Dichterleben in Groningen was contacted by Dichterleben's son to work in Germany. He traveled in the "Training Star" program and operational work. Under the Dichterleben's orders, this Captain DICKER was sent to Mitchell, where he received further training. DICKER was to be dropped by parachute over Brabant, Holland. After this operational work he was placed

On the plane and the crew were reported missing.
Under orders from the Naval Commander in C. Bosphorus, Admiral KUMLY preparations were made for the dispatch of provisions to
Tunis.

This operation was handled by Capt. THOMAS of B.M. Hamburg. The
creations for the sealing of "Prinzen IV" (the new "Prinz Adalbert").

who was taken to the United States and should now be in the beginning of January, Thompson, after so many days of the planning and cancellation in Mid-January by Berlin, OKW, I believe the Director IV, propositions were given to the American camp. According to reports, SCAGUL, IV, Berlin, the American camp in Berlin in November 1944 had been captured by the Russians and had removed the Director of the camp, Captain George Frankfort to Berlin, the execution of him followed. After the execution of the "Prinz Joachim", had been discovered, the vessel was taken to Germany and sent into dock.

By the beginning of February 1942 representations from the Dutch mortars had been completed, and vessels to the Mindanao and Schuyler and was loaded with 14 tons of butter in bags. It became an auxiliary motor, and carried the name Dier (Sch. 71); the crew was formed by naval personnel under the command of Captain Hans ALBERG. At 1600 hours on 11th February the ship left the coast of Sumatra. Meanwhile SCHUYLER was travelling from Schuyler to Rotterdam in heavy SW. Inform not in and the while sailed to return. According to British wireless reports, the ship was captured off Manila.

At about this time, S. MCINTOSH received orders from Lieutenant J. West to organize an organization for the furnishing of funds to an agent, cover-name MUSKY, in Orlando. The money packet was to be deposited at a Post Office in the vicinity of an abandoned Gorilla mail box, somewhere near in Orlando. The task was to be carried out by the Kaff-Verband in Rotterdam. For this purpose, a box containing MUSKEE 20 placed at Schuilenburg's disposal, an explosive bomb, with a span of 30 sec, encased by a cover of lead. The undertaking was not carried out, when the weather conditions were too adverse for the mail box.

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Under the orders of Wernher VON BRAUN, a second Dunkirk undertaken by the Dutch, but without the name of the project, was carried out in Amsterdam. The crew was composed of naval personnel and the cargo of approximately 350 tons included weapons, bandolines, butter, coffee and cigarettes. Owing to the deterioration in the military situation, the project was abandoned, the crew discharged, and the vessel returned to her owners.

At the end of March or beginning of April 1945, the W.E.L.L. headquarters were transferred from Geer to Groningen; it was maintained there only for 12 days, after which SCHUCHMANN was allotted to Sieben in the Stelle. On about 16th April he met up provisional H.L. at Rendsburg on board the "Prinz Waldbott" and shortly after this the Allies arrived in the region and activities ceased. The members of the Stelle who accompanied SCHUCHMANN to Rendsburg were the following:

Mr. S.L.T.P. (SCHUCHMANN's mistress)

Dolt, SCHUCHMANN

O/C OFFICER

O/C OFFICER/PROTECTOR

Gfr. HÜLCKINGE (W/T Operator)

Witz, HÜLCKINGE

SAmt. HÜLCKINGE

By order of Hans Wiel Thyssen, SCHUCHMANN le Fira, HÜLCKINGE and HÜLCKINGE, HÜLCKINGE, undertook salvage work on sunken U-boats, merchantmen and other ships in the Harbour and Canal, and according to SCHUCHMANN it was largely through this that personal sufficient that the work was successfully and speedily carried out. He was an Inspector of salvaged ships and also supervisor of these operations at the beginning of May 1945.

SCHUCHMANN reported to the Committee in HAMBURG and received an English pass for the Reich Canal, also permits from the British authorities authorizing him to circulate in Rendsburg and Schleswig Holstein, and to drive a car. These permits were later surrendered in DDG.

SCHUCHMANN worked right between 1920 and 1944 as an inspector and searched for sunken vessels (mine-sweepers, ships, U-boats, Torpedo-boats, etc.) and to do this work by order of the Marine-Gruppe West or naval authorities, and frequently made journeys to Rotterdam, Copenhagen and Esbjerg in connection with his salvage work.

Additional information regarding the F...R... 60, Fort 1944 - April 1945 Groningen Stelle

The M.I. Agent in outstation Groningen, cover name "PILOT", which was run jointly by LT. (LT) WEISHEIT and Werner TÖPFKE, W/T operator at Rote Stelle (now Geer), WIES, and D.G.WIS, Agents of Groningen Stelle.

(i) A Dutchman named Van der DEVER, who lived in Bergenz and near Groningen, until October 1944, had lived in Rotterdam, where SCHUCHMANN and HÜLCKINGE met and recruited him.

(ii) In his turn van der DEVER recruited an agent with cover-name "PILOT" in Rotterdam (real name unknown to SCHUCHMANN). PILOT was said to have been employed as a navigation instructor, probably in a navigation school in Rotterdam.

(iii) Van der DEVER also recruited the agent with cover-name "PILOT" who lived in Rotterdam, and was a Head of training pilot.

These agents were controlled by WEISHEIT and trained by Gfr. WIES, whose cover-name was WIGGERS.

The following members of the German-Dutch police were also recruited as agents for the Groningen Stelle:

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Person	Location
POSTEMA (cover-name CLANS)	Loosdrecht
WILTRUP	Zwolle
Van LEEUW	Morspoort - Doetichem
ERCOONENBURG	
BOLE	(Leidschendam I West)
LAURENCE	Groningen - Dolfmijl
CAMP (cover name OTTO)	Groningen - Delfzijl
"BABY" (cover name)	Amsterdam
COPLEN	Groningen - Breda
BOULNO	Utrecht

CAMP was intended to be installed as a stay-behind agent in Delfzijl, and received a certain amount of training, but since there was no available W/T set, this plan was abandoned.

"BABY" was to have operated in Amsterdam. He was trained by WURST for this purpose, under SCHEPPERT's directions, but SCHEPPERT said that minor no W/T station had been installed for "BABY" and no reports were received from him.

BOULNO was a further agent of ERCOONENBURG trained by WURST for stay-behind mission in his order. SCHEPPERT believed BOULNO became proprietor of a small bookshop in Amsterdam at the end of 1944. Presently he has been living in a Groningen suburb.

BOULNO was sent to Leidschendam from Groningen three days after the Bionetello was withdrawn. However, since it was found impossible to equip him with a W/T set he was probably unable to fulfil his mission.

ERCOONENBURG and van LEEUW. These two agents were dispatched to Doetichem to function as line-crossers for surface from Stoergruppe 5. They were forced to report to the Ortskommandantur in Doetichem. SCHEPPERT was later told by the 1st of Stoergruppe 5 that the two men had been killed during an air raid on Doetichem.

Wardens Stelle

Under the orders of General WULF, Lieutenant Ost Friesland, Obft. WULF, Grefreiter WOLFF (W/T operator) and a marine DR. from Soddo, Holland, were despatched from Goor to Nordony in January 1945. Their mission was to organise German officials or men wounded as stay-behind agents to furnish reports on allied troop movements in the Ost Friesland area. It was found impossible to carry out this plan, since contact with Leidschendam I West could not be maintained after the evacuation of Holland by the German forces.

In the light of rapid advances by British troops, substitute plans were made to utilise WURST Agent and DR. members as line-crossers, but these also fell through.

Apparently the original plan was to establish a chain of post-operational agents throughout the length of the Western Front, and Obft. WULF's duties represented a small section of the original scheme prepared by Obft. WURST at Leidschendam I West.

It was intended that WOLFF should maintain contact with the Goor Headquarters by means of a series of W/T stations operating at various points in the Holland-Ost Friesland area, but it was not found possible to provide the necessary W/T equipment for the envisaged network. WOLFF equipped a W/T station on Nordony for training purposes, but apart from isolated experimental contacts with Goor this station did not operate. The cover-name used for the Nordony W/T station was "TILLIE".

The area allotted to WOLFF comprised Ost Friesland, between the Weser and the IJssel, north of a line between Groningen and Utrecht. The town and area of Groningen were not included in this zone.

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